



**ADDENDUM  
PURCHASING OFFICE  
CITY OF AUSTIN, TEXAS**

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**Solicitation: RFP 8100 JTH3001**

**Addendum No: 11**

**Date of Addendum: 09/24/20**

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This addendum is to incorporate the following changes, questions and answers to the above referenced solicitation.

**I. Questions and Answers:**

**I.1 Question:**

Can you help define pricing options for years 2-5 in regard to equipment, software and installation? It worded as a maintenance agreement but wanted to make sure we're clear on that.

**Answer:**

The City is looking for the integrators/proposers to provide us an estimate of costs for years 2-5 based on a total cost of ownership through year 5. This should include the costs by year for things such as support & maintenance (SLA), software licensing or other recurring annual cost that will help us evaluate the cost of ownership and a Support Agreement.

**I.2 Question:**

What is the expected installation timeframe for this entire system from time of award? We understand 1 year has been discussed but wanted to understand if this is still the impression of the team.

**Answer:**

Section 0500 Part 1.3 states: It is the expectation of the Airport the Access Control and Identity Management solution be fully functional no later than 12 months after contract Notice to Proceed. As part of the Solicitation Instructions, Section 11.3 Sample Project implementation Plan please describe if you cannot meet the 12-month schedule here and propose in this section your proposed schedule that will match your project methodology.

**I.3 Question:**

How many individuals will be required to be trained?

**Answer:**

It is currently not known exactly how many individuals will require training. Please provide a Sample Training Plan in accordance with sections 11.6 and 3.8 for a reasonable number of individuals.

**I.4 Question:**

Do we need to consider conducting the training during specific times to accommodate employees on different shifts?

**Answer:**

Yes

- I.5 Question:  
Could you provide a breakdown of those individuals needing to be training and attach headcount to those groups for example (System Administrators, Operators, Supervisory Staff, and any other groups we need to address)?
- Answer:  
Please provide a Sample Training Plan in accordance with sections 11.6 and 3.8 for a reasonable number of individuals.
- I.6 Question:  
Please provide a brief overview on what you would like to be trained on as there are many levels of training to ensure we are covering the main topics of concern for ABIA?
- Answer:  
Please provide a Sample Training Plan in accordance with sections 11.6 and 3.8 for a reasonable number of individuals.
- I.7 Question:  
Do the trainings need to be recorded and in what media format would you need to receive the recordings (DVD, MP4 file or other options for delivery/format)?
- Answer:  
Please provide a Sample Training Plan in accordance with sections 11.6 and 3.8 for a reasonable number of individuals.
- I.8 Question:  
Concerning the poles that will need to be mounted on the grounds of ABIA what will the process for shutting down areas while trenching and such are being performed?
- Answer:  
Contractor will be expected to submit a trench safety plan that include basic requirements such as traffic control barricades with runway lighting and trench safety equipment (if applicable). The barricades will be used to block off the trench after each workday, while the trench safety plan than meets all of the COA trench safety guidelines will need be provided by contractor to our safety team for review prior to any excavation.
- I.9 Question:  
Solicitation Section 11.1 Change Management Process describes what our industry refers commonly as a Configuration Management Plan.
- Is the Authority currently using any configuration management-enabling services, such as ServiceNow? And if so, what is that software?
- Would the Authority expect offerors to propose the inclusion of an API to connect your instance of ServiceNow/CMP tool with our CMP platform (Connectwise); to enable Change Management and Service/Support be tracked cross-entity in real time?
- Is the Authority open to offerors providing/proposing remote monitoring services of their Electronic Security and Surveillance systems? We have found our remote monitoring tools can drastically reduce the amount of "truck rolls" required to service an end-user.
- Answer:  
No, we are not currently interested in this type of integration.  
The City is open to accepting proposals for remote monitoring, however, pricing for this service should be stated as Optional since it is not a requirement of this RFP.  
Yes.
- I.10 Question:  
Can you help define pricing options for years 2-5 in regard to equipment, software and installation?

Since there is a separate pricing section for maintenance and support, what cost factor data does the authority expect within the outyears in this area?

Answer:

The City is looking for the integrators/proposers to provide us an estimate of costs for years 2-5 based on a total cost of ownership through year 5. This should include the costs by year for things such as support & maintenance (SLA), software licensing or other recurring annual cost that will help us evaluate the cost of ownership and a Support Agreement.

I.11 Question:

Specification Section 0500, 2.19 Identity Management System (IDMS), Does not clearly specify the requirements regarding fingerprint capture specifically related to submission for CHRC and STA. Specification Section 0500, 2.19, T, 2, i. only defines a fingerprint enrollment reader. Our understanding is that this enrollment reader is only used for biometric capture for use with internal ABIA biometric readers.

a. Is the intention for ABIA to use this specific fingerprint enrollment reader for CHRC/STA capture and submission in addition to other biometric enrollment functions?

b. Does ABIA currently have a fingerprint capture reader/system that the NEW IDMS needs to integrate with?

c. Does ABIA intend to use new (not currently specified) biometric capture readers that is directly connected to the (7) IDMS enrollment workstations for the specific use of capturing fingerprints for CHRC/STA submission, in addition to the "Fingerprint Enrollment Reader" that is currently specified?

Answer:

The fingerprint capture is specific to transmitting this data to CHRC and STA and not for the purposes of biometrics. ABIA does have existing fingerprint capture devices and the proposers can use the existing devices and integrate the new IDMS or the proposer can propose new fingerprint capture devices but it must meet the requirements and compatible with AAEE Transportation Security Clearinghouse.

1. Paragraph 2.19.T.2 describes only typical equipment used at a Badging Station, and specifically indicates that "Depending on the IDMS solution deployment, some components might vary, and be determined during the submittal process".

1.a. The contractor shall bid their solution for fingerprint enrollment capture and submission - no fingerprint enrollment reader is specified in this RFP

1.b. There are no integration requirements to existing fingerprint capture readers

1.c. The contractor shall bid their solution for biometric capture readers for the IDMS enrollment workstations. There is no fingerprint enrollment reader specified in this RFP

I.12 Question:

Please provide the minimum data required to be imported to the new system. Examples would be: (Card Holders, Access Groups, Door Groups, Time zones, Holidays and Alarm triggering)

Answer:

All relevant data from the existing systems will be imported into the new system. The structure and volume of this data is not known at this time. The structure and volume of data will be confirmed post award. Contractor shall be prepared to import existing data bases. This will include but not limited to Card Holder Data/Pictures, Access Groups, Door Groups, Alarm Triggering Events and Presets.

I.13 Question:

Please confirm that the schedule is twelve (12) months from Notice to Proceed.

Answer:

As per paragraph 1.3 "It is the expectation of the Airport the Access Control and Identity Management solution be fully functional no later than 12 months after contract Notice to Proceed"

I.14 Question:

Please provide total number of cameras on site that will need to be integrated to the new ACS.

Answer:

Contractor shall be required to program camera call-up related to ACS alarm events. Contractor should plan on 300 ACS to Camera associations. The number of cameras required for the PIDs installations is described in paragraph 1.7.FF

I.15 Question:

Please provide the total number of baggage handling systems that require connection to the new ACS and clarify if there is an current connection to the existing system.

Answer:

There is only one baggage handling system and there is an existing connection to it. There is no true connection to the baggage handling system, only "contacts" controlling belts and baggage doors as captured in the design drawings and schedules. All connections are existing.

I.16 Question:

Please provide the total number of Airfield lighting control systems that require a connection to the new ACS and clarify if there is a current connection to the existing system.

Answer:

This is no longer required.

I.17 Question:

Please provide an expected number of spare parts to be left on site for repairs.

Answer:

It is the expectation of the airport the contractor will recommend a spare parts inventory based on quantity installed and expected serviceable life.

I.18 Question:

Please clarify if the two (2) new cameras require installation of the poles for mounting, pathways to the closest IDF/MDF and communications cabling (Cat6/6A).

Answer:

The particulars of the PIDS installations can be found on drawings Q0730, Q0731, Q0732 and Q0733. Fiber backbone to each PIDS location is in place to provide connection to ABIA network. All wiring by contractor will be local at each PIDS location.

I.19 Question:

Conduit on sheets Q0131 and Q0132 labeled NIC whereas conduit on sheet Q0102 is not. Please confirm conduit from PID to PID along East Perimeter Road is not required.

Answer:

Confirmed, not required. All conduit illustrated at PIDS locations is existing and installed.

I.20 Question:

New conduit required on sheet Q0730: please clarify procedure for trenching along runway road from PID to H-Frame enclosure for new data cabling.

Answer:

Trenching shall be done under standard methods and means below. PIDS trenching will be in loose dirt material. Example as follows

Direct-Buried Conduit:

1. Excavate trench bottom to provide firm and uniform support for conduit.
2. After installing conduit, backfill and compact. Start at tie-in point, and work toward end of conduit run, leaving conduit at end of run free to move with expansion and contraction as temperature changes during this process. Firmly hand-tamp backfill around conduit to provide maximum supporting strength. After placing controlled backfill to within 12 inches of finished grade, make final conduit connection at end of run and complete backfilling with normal compaction.
3. Install manufactured PVC coated, rigid steel conduit elbows for stub-ups at poles and equipment and at building entrances through the floor.

- a. Couple steel conduits to ducts with adapters designed for this purpose, and encase coupling with 3 inches of concrete.
- b. For stub-ups at equipment mounted on outdoor concrete bases, extend steel conduit horizontally a minimum of 60 inches from edge of equipment pad or foundation. Install insulated grounding bushings on terminations at equipment.
4. Warning Tape: Bury warning tape approximately 12 inches above all direct-buried conduit. Align tape parallel to and within 3 inches of the centerline of conduit.

Additional information per COA Project manual and FAA guidelines:

Channel Excavation:

Unless otherwise indicated hand tamping will not be accepted as an alternate for mechanical compaction. As a general rule, material used in filling or backfilling shall be an earth, free of any appreciable amount of gravel or stone particles larger than 4 inches (100 mm) in greater dimension and of a gradation that permits thorough compaction. When, in the opinion of the Engineer or designated representative, such material is not readily available, the use of rock or gravel mixed with earth will be permitted, provided that no particles larger than 12 inches (300 mm) or smaller than 6 inches (150 mm) may be used. The percentage of fines shall be sufficient to fill all voids and insure a uniform and thoroughly compacted mass of proper density. When required by the Drawings or by written order of the Engineer or designated representative, cement-stabilized-backfill material shall be used for backfilling. All portions of fill and backfill shall be compacted to the same density requirements specified for the adjoining sections of embankment in accordance with the governing specifications. Where no embankment is involved on the project and no relevant specifications are included in the contract, all backfill shall be compacted to a density comparable with the adjacent undisturbed material.

No backfill shall be placed against any abutment or retaining wall until such structure has been in place at least 7 days. No backfill shall be placed adjacent to or over single and multiple boxes until the top slab has attained 500 psi (3450 kPa) flexural strength. Backfill placed around abutments and piers shall be deposited on both sides to approximately the same elevation at the same time. Care shall be taken to prevent any wedging action of backfill against the structure and the slopes bounding the excavation shall be stepped or serrated to prevent such action. Backfill shall be uniformly placed around bridge foundations.

Site cleanup:

The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed [off Airport property]

Excavation and survey:

No excavation shall be started until the work has been staked out by the Contractor and the RPR has obtained from the Contractor, the survey notes of the elevations and measurements of the ground surface. The Contractor and RPR shall agree that the original ground lines shown on the original topographic mapping are accurate, or agree to any adjustments made to the original ground lines.

Safety Requirements:

Traffic control barricades with runway lighting and trench safety equipment (if applicable) are required. The barricades will be used to block off the trench after each work day, while the trench safety plan than meets all of the COA trench safety guidelines will need be provided by contractor to our safety team for review prior to any excavation.

I.21

Question:

Are the following buildings completed or still under construction? If so, have the contracts been issued for these locations for security? Will a separate task order after award be issued for these locations?

- ABIA Training Center - Q0156
- Admin Center First Floor - Q0170
- Admin Center Second Floor - Q0171
- Admin Center Third Floor - Q0172
- Admin Center Fourth Floor - Q0173

Revised 12/13/2015

- Admin Center Fifth Floor - Q0174
- Admin Center Roof - Q0175
- North Admin & Exit Plaza - Q0157

Answer:

Those locations were completed last year, and it is expected that proposers will include them in their bids.

I.22

Question:

Drawing Sheet Q0701

Detail Badging Stand-Alone Reader A1 - Talks about painting and patching. Would Cover plates that are preapproved be acceptable during Card Reader Replacements?

Answer:

Preapproved cover plates are acceptable for the patch and repair activities described on drawing Q0701 section A2.

I.23

Question:

Do the new card readers have to utilize the wiegand protocol or is OSDP acceptable?

Answer:

OSDP would be considered a viable option to wiegand protocol depending on the solution proposed.

I.24

Question:

Is it acceptable to substitute the HID RPK40 with the HID Signo 40K Reader?

Answer:

Yes.

I.25

Question:

Is it the intent to utilize the old 125kHz Proximity frequency with the new card readers?

Answer:

No, but there will be a need for existing 125kHz Prox to be enabled for transition to new Cards and format.

I.26

Question:

IS THERE A REQUIREMENT FOR ANY SPARE CAPACITY FOR FUTURE EXPANSION ON THE CONTROL PANELS?

Answer:

No.

I.27

Question:

IS THERE ANY REQUIREMENTS FOR THE NEW IDMS TO INTEGRATE WITH THE EXISTING HIRSCH ACS?

Answer:

No, there is no requirement for the new Identity Management System to integrate with the existing Hirsch Access Control System.

I.28

Question:

Drawings Q0115, Q0120, Q0125, Q0126 has a note to mount new PTZ cameras on top of existing poles. Are these locations to receive new cameras or just the PIDS locations.?

Answer:

New Cameras will only be installed at the PIDS Locations.

I.29

Question:

The specified 30" x 24" x 8" NEMA4X enclosure will not support an air conditioning unit. Please advise on a part number, or if an air conditioning unit is required?

Answer:

Air conditioning is not required.

I.30

Question:

Which specific locations require after hours work?

Answer:

As the airport campus operates 24 hours a day, it is possible any location could require after hours work. But in the current environment, it is anticipated limited after hours work will be required.

I.31

Question:

Can we see pictures or diagrams of the outdoor Hirsch panels?

Answer:







I.32 Question:  
Where will subcontractors be able to park? How many spaces? How much per day?

Answer:  
The areas and details for contractor and subcontractor parking have not yet been determined, but airport will provide reasonable parking and access for parking and staging.

I.33 Question:  
Can you provide a breakdown of MSP controllers and the corresponding devices?

Answer:  
No.

I.34 Question:  
Page Q0141 shows detail A1/Q0523. Is this accurate or should it be A3/Q0521?

Answer:  
For bid purpose all contract comm rms only support single door Currently MX2 See security logic diagrams X401-4 for Panel Counts.

I.35 Question:  
Page Q0114 shows the panel to be detail A1/Q0516. A1/Q0516 says it is Telecom Room 4716 and is an Existing MX-8 Panel. Page Q0404 says it is in an electrical room and an existing M8 panel. Please clarify.



Answer:

It is a combined electrical and communications space one M8 Panel is at this location.

I.36 Question:

Q0114 has a single door with detail Q0702- A8 but no door name. Is this another view of door FFE?

Answer:

The single door with detail A8 on Q0702 is a rear access control door of the building. It is connected locally to the MX8 panel at this location.

I.37 Question:

The Door Schedule tab, in the 100% Schedule document, shows W290P with no controller information. Also, it is not shown on any of the control panel diagram drawings (Q0401, Q0402, Q0403, or Q0404) Please provide the controller information.

Answer:

W290P is controlled from the adjacent area W285 Controller

I.38 Question:

Page Q0142 shows detail A3/Q0523. Is this accurate or should it be A1/Q0523?

Answer:

For Bid Purposes Elevation is the same, quantities are same. Local controller controls single door to room.

I.39 Question:

Page Q0143 shows detail A3/Q0522, but this detail does not exist. Should it be A3/Q0523?

Answer:

For Bid Purposes Elevation is the same, quantities are same. Local controller controls single door to room.

I.40 Question:

Page Q0145 has doors PENE and PESE these doors are not listed on the door schedule are these doors the same as 6005 ENT-NE and 6005 ENT-SE?

Answer:

Yes.

I.41 Question:

Clarify note on Q0147 on rollup door WBS that says "For all rollup doors". As other rollup doors have different door details provided.

Answer:

Detail is correct, this is just a card reader to shunt alarms.

I.42 Question:

Will the REX shown on Q0155 existing and needing to be replaced or will it be a new device?

Answer:

REX button tied to releases door 115. REX is existing and does not need to be replaced.

I.43 Question:

Gates W155, and W145P are listed twice on the door schedule is this just a typo?

Answer:

Sheet Q0803 shows them once.

- I.44     Question:  
Per the 100% Schedule document The Door Schedule shows doors named TNC Front Entry and Front IDF Entry these doors are not shown on the page Q0159 as listed. I believe they are shown on page Q0160 is this accurate? Also, this controller is not shown on any of the control panel diagram drawings (Q0401, Q0402, Q0403, or Q0404) but an elevation is shown on Q0526. Is this to be included? If it is please provide relevant information like controller type and readers.
- Answer:  
Controllers are on Q0404 they are GTSA Entry Booth and GTSA IDF, the booth is a single door controller and the GTSA building is an M8.
- I.45     Question:  
Q0170 shows 11 readers instead of 10 readers stated in note 1 or the door schedule.
- Answer:  
Bid as per note 10 doors, 10 Card reader replacements and 2 Security Control Panel Replacements.
- I.46     Question:  
Q0170, Q0171, Q0172, Q0173, Q0174, Q0175, door details reference pages not provided in the drawings set.
- Answer:  
Bid as per note 10 doors, 10 Card reader replacements and 2 Security Control Panel Replacements.
- I.47     Question:  
Q0170, Q0171, Q0172, Q0173, Q0174, Q0175, door details reference pages not provided in the drawings set.
- Answer:  
Bid as per note 10 doors, 10 Card reader replacements and 2 Security Control Panel Replacements.
- I.48     Question:  
Q0210 door J1R is door detail Q0711-A4. This detail is a monitored door only and has no card readers. Is this accurate and will anything need to be done to the devices on the door?
- Answer:  
This is correct, no work will be required on devices or doors, just at security panel / programming.
- I.49     Question:  
Page Q0239 Shows door # 264 but it is not shown on the door schedule. Please provide pertinent information.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement.
- I.50     Question:  
Page Q0239 Shows door # 264 but it is not shown on the door schedule. Please provide pertinent information.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement.
- I.51     Question:  
Page Q0241 shows door 291 but it is not listed on the door schedule. Which controller does this door go to?
- Answer:  
2831C

- I.52     Question:  
Page Q0241 door 291 has door Q0706- A5 detail which shows a double door, but the drawings shows it to be a single door. Which is accurate?
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.
- I.53     Question:  
What is the accurate door detail for door # C30 on page Q0248 the detail shows a double door and the door is a single door.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.
- I.54     Question:  
What is the accurate door detail for door # C3T on page Q0248 the detail shows a double door and the door is a single door.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.
- I.55     Question:  
Door # G3X is not shown on the drawings, but is shown on the door schedule. Does this door exist? Please provide corresponding information.
- Answer:  
G3X is shown on Q0252. It is a single reader controlling a bag belt.
- I.56     Question:  
Door # G3M is not shown on the door schedule but is on the drawing please provide corresponding information.
- Answer:  
G3X is shown on Q0252. It is a single reader controlling a bag belt.
- I.57     Question:  
Door 5ST-J shown on door Q0282 is not listed on the door schedule. Please provide the coinciding information.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals
- I.58     Question:  
Door detail for door 5ST-J shown on door Q0282 is not accurate as it shows a double when the drawings shows a single door. Please provide the correct door detail.

Answer:

At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals

I.59 Question:

The Panel Elevation drawings and the Logic Diagram Control Panel Drawings (0401-Q0404) contradict each other in regards to panel model types or it doesn't provide any model type at all please clarify the models types to be replaced.

Answer:

The City would encourage bidder to utilize Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803. (85) 8-Door, (33) 4-Door (1) 1-Door.

I.60 Question:

Q0506 panels have a description on Door 8 & 2 please clarify what that is in reference to.

Answer:

No reference just local labeling.

I.61 Question:

Q0509 and Q0401 shows a panel 2831D to be a MX-8 Panel but there are no doors listed on the Door Schedule. Please clarify.

Answer:

Area and doors were under construction. The City would encourage bidder to utilize Security Control Counts provided in the RFP and Statement of Work.

I.62 Question:

Q0517 shows panel 7010 as a Convergent panel what does this panel have and is it to be replaced as I understand they have a current contract?

Answer:

No reference just local labeling.

I.63 Question:

Q0518 says it's for Bldg. 7355 is this correct or is it for Bldg 7335 as per Q0404?

Answer:

7355

I.64 Question:

Q0507 shows Telecom Room 2737 to have one panel (2737D) but Q0401 and the door schedule show there are panels 2737A, 2737B, 2737C, and 2737D. Which is accurate?

Answer:

Area under construction at time of documentation, the City would encourage bidder to utilize Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803. (85) 8-Door, (33) 4-Door (1) 1-Door.

I.65 Question:

Door # HIJ is not shown on the drawing, but is shown on the door schedule. Does this door exist? If it does, please provide the coordinating information.

Answer:

At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP

and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals

- I.66     Question:  
Door # C3V is not shown on the drawing, but is shown on the door schedule. Does this door exist? If it does, please provide the coordinating information.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals
- I.67     Question:  
Door # K3F is not shown on the drawing, but is shown on the door schedule. Does this door exist? If it does, please provide the coordinating information.
- Answer:  
At time of documentation door was under construction, door will require a single card reader replacement. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.
- I.68     Question:  
Door # E3A and E3B are listed twice on the door schedule but are not shown on the drawing Q0250 twice. Please clarify?
- Answer:  
The City does not see where they are listed twice. These locations are card reader replacements on Bag Belts.
- I.69     Question:  
Controllers E220 and Lot J Exit shown on Q0403 are not listed on the door schedule and the doors and IDF's are not shown on the drawings. Please provide the needed information for these controllers and doors.
- Answer:  
These are areas are legacy locations / not currently being utilized but owner wants to have components to potentially re-enable. The City would encourage bidder to utilize Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803. (85) 8-Door, (33) 4-Door (1) 1-Door.
- I.70     Question:  
Q0404 Key Note 2 says 46 readers to be replaced. However, the Door Schedule tab from the 100% Schedule document says the Admin Center 1st floor will have 34 readers. Which is accurate? Please provide door information like Single or double.
- Answer:  
Please provide as stated in Key Note.
- I.71     Question:  
Page Q0401 shows Telecom Room 2818 twice with several controllers that are not shown on any other documentation. Does this second controller exist? Please provide all of the information for these controllers. (door #'s, door details, drawings, IDF details, etc.)
- Answer:  
At time of documentation area was under construction. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611

Readers for ACS Doors and Portals. Note contractor is not responsible for any door hardware components.

- I.72 Question:  
Per the 100% Schedule document the door schedule shows there are 4 doors that have the door detail of Q0722-A2 and which two door numbers are duplicated but the door counts tab shows 5. Please provide the other door # and information.

Answer:  
Detail represents a typical outdoor pedestrian gate. Unsure of the question. The City would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals. Note contractor is not responsible for any door hardware components.

- I.73 Question:  
Per the 100% Schedule document the Door Schedule shows a door named North plaza Telecom this is not shown on page Q0143 per the door schedule nor page Q0157 per G0002, and the controller is not shown on any of the control panel diagram drawings (Q0401, Q0402, Q0403, or Q0404). Is this to be included? If it is please provide relevant information.

Answer:  
This is a legacy area that was under construction. This is being replaced and accounted for under New North Admin Exit Plaza on Q0404.

- I.74 Question:  
The Door Schedule tab, in the 100% Schedule document, shows gates W125 and W130 with no controller information. Please provide the controller information.

Answer:  
These are areas are legacy locations / not currently being utilized but owner wants to have components to potentially re-enable. I would encourage bidder to utilize Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803. (85) 8-Door, (33) 4- Door (1) 1-Door.

- I.75 Question:  
Will any ancillary device require replacement?

Answer:  
Not under base bid.

- I.76 Question:  
Why is panel 2039B greyed out on Q0504? This panel is to be replaced correct?

Answer:  
Yes.

- I.77 Question:  
Panel 2737C as shown on Q0401, does not have any readers shown on the Door Schedule and a panel elevation is not provided. Does this panel exist? If it does please provide the door and panel info.

Answer:  
At time of documentation area was under construction. I would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals. Note contractor is not responsible for any door hardware components.

- I.78 Question:  
Page Q0146 shows a camera symbol will this device need to be replaced?

Answer:  
No, camera will not be replaced.

- I.79 Question:  
G0004 shows gate E102A this is not shown or listed on any other documentation. Please clarify and provide more info.

Answer:  
Legacy gate not in scope.

- I.80 Question:  
Will any of the duress buttons need to be replaced or a system to be integrated with?

Answer:  
No duress buttons will be replaced. All existing Duress buttons identified in documents will be integrated into the Access Control System.

- I.81 Question:  
G0004 shows 34 buildings, but the 100% Schedule, door counts tab show 35, and again a few other buildings are not shown. Can we get a list of the buildings/regions?

Answer:  
Some building's and areas are under construction. The City would encourage bidder to utilize Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803. (85) 8-Door, (33) 4- Door (1) 1-Door.

- I.82 Question:  
Per the 100% Schedule document The Door Counts tab has a total of 552 card readers (Indoor 512 and Outdoor 40), but the RFP and the Real Totals tab lists 611 readers to be replaced (Indoor 561 and Outdoor 50). But after comparing drawings and spreadsheets it was calculated to be different yet again. Please provide an accurate card reader count?

Answer:  
The City would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.

- I.83 Question:  
On the 100% Schedule document the Door Counts tab do not equal what is listed on the Door Schedule tab or the drawings. This also effects the indoor and outdoor reader counts. Please correct.

Answer:  
The City would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.

- I.84 Question:  
The Real Totals on the 100% Schedule document says 50 outside readers and the Door counts page states 40 outdoor readers. Please confirm.

Answer:  
The City would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.

- I.85 Question:  
Gate W115 on Q0117 says decommission. Will this gate remain and card reader be replaced?

Answer:  
Gates are no longer in service. Some legacy Equipment remains to be removed from system.



- I.86 Question:  
Per the 100% Schedule document The Door Counts tab has a total of 73 access control panels but the RFP and the Real Totals tab lists 85 8-door, 33 2-Door, and 1 1-Door for a total of 119 panels. But after comparing drawings and spreadsheets it was calculated to be different than either count. Please provide an accurate count?
- Answer:  
The City would encourage bidder to utilize Card Reader Counts and Security Control Counts provided in the RFP and Statement of Work. Security Control Panel Types and Counts are Summarized on sheet Q0803 and Card Reader Replacement Count is 611 Readers for ACS Doors and Portals.
- I.87 Question:  
PID bollards and camera poles to be re-used unless it's decided that it is not in good condition. Are we to carry the cost for a replacement or will a change order be issued if it is decided that a replacement is needed?
- Answer:  
In General existing infrastructure can be utilized. Note contractor may deem it more advantageous to replace some infrastructure rather than try to re-utilize existing components.
- I.88 Question:  
Can the existing power supplies, UPS's, surge protectors, all enclosures be re-used?
- Answer:  
Generally yes.
- I.89 Question:  
Can the replacement board size be sized to match the number of card readers on the existing board or will it need to be sized the same of the existing board? Example: Existing board is an M8 board with 4 readers can we size the replacement board as a 4 reader board or will it need to be an 8 reader board to match the M8 board?
- Answer:  
It will need to at minimum match the current capacity, IE 8 reader will need to be replaced with an 8 Reader.
- I.90 Question:  
Our IDMS provider who has an integration with Genetec is asking if the Austin Airport would be open to a SaaS Model for the on premise identity management solution, as it is the most economical and the customer would only pay for active identities (this wouldn't include those are furloughed as they are not considered active).
- Answer:  
The Airport prefers that the IDMS be on premises as specified in the RFP. Paragraph 1.2.C: "All hardware, software, appliances, peripherals and equipment must be installed on site and on premises."
- I.91 Question:  
Cable Routes page 57 of the RFP-  
Are we to assume only cables that will be needed to be installed in the contract are to be on the design drawings since the other cables are unknown?
- Answer:  
Per Section 1.4.A.21 (which is also on page 47): "Must include all labor and materials required to provide a fully functional system and to complete the project". It is the desire of the Airport to award a fixed price contract for the complete installation of the project so please make reasonable allowances for unknown cables.

I.92

Question:

One of the existing Austin vendors that is mentioned in the specification as a required integration has not responded to multiple communication attempts to determine the methods and costs of the integration. Once a vendor is awarded will these vendors be required to provide needed services in order to fulfill the needs of the airport as it relates to the RFP?

Answer:

Yes. The Airport will work with all existing vendors to ensure cooperation and submission of necessary integration methods. Please include anticipated typical costs in lines 16 (ACS Integrations and Testing) and line 22 (IDMS Integrations and Testing) respectively.

II. ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.

APPROVED BY: Elisa Folco  
Elisa Folco, Procurement Specialist IV  
Purchasing Office, 512-974-1421

09/24/20  
Date